



Washington State
Department of Transportation

SR 502 Interchange Project

Open House #2 Summary

Attachment B—Verbatim Comments by Members of the Public

March 25, 2004

- Option “C” is the only option that makes any sense at all. I have talked to most of the business owners at Duluth, and they would prefer the road connected to 219th.
- We don’t need any more stop lights.
- My wife and I own a home in Whispering Winds Circle. We prefer Option C—going straight out 219th to connect to I-5. We are concerned about noise pollution. We don’t understand why you would want to impact 30 to 40 up-scale homes with the noise.
- Option C is the only acceptable plan. It is not acceptable to have traffic routed immediately next to 40 upscale homes! The exit should follow the straight line west with a leg avoiding the rest area or creating a bridge over the rest area. Three businesses would be affected.
- A connection to the west is essential in my view. I strongly encourage amending the plan of the 502 Interchange to include a connection to Delfel Road. Thanks.
- Alternative C should be revisited—less wetland disruption, less private property to buy, and less impact on nearby property owners. Buying out the impacted business owners will not destroy the quality of life of nearby residences! I challenge the business count (5?). Which are easily relocatable? Out of business? Use the established, existing roadway—minimize the impact to people!
- Please do not close 219th Street at any spot from Battle Ground to 19th Ave. Thank you. Plan C yes.
- Why wasn’t I notified of first open house? I should have been notified. Now you’ve made your decision. Why would you make a dead (end) on 502 at about 22nd Ave? Did you know there are homes on 502? What is planned to reduce highway smells and noise? Please notify me and also of future developments:
 - Shirley Hatcher, Vancouver
 - Jacqueline Rossi, Seattle
 - Jim Holsinger, Vancouver
 - Don Holsinger, Ridgefield
 - We are all property owners.

I saw no info last fall in *The Reflector* or *The Columbian*. Is it safe to assume you’ve made your decision and the so-called public input is window dressing to satisfy legal requirements?

- My wife and I have been residents of the City of Battle Ground for nearly fifty years. We have made numerous trips on 502 going to I-5 both north and south. As the population has grown here in North Clark County, travel has become more difficult as we are dead-ended at NE 10th Avenue. What we need is a direct route west on 502 to I-5 going in both directions north and south. Also an exit off I-5 north and south that will put us on 502 taking us east to the Battle Ground area. We are unable to attend the WSDOT meeting at Battle Ground High School this evening due to a previous commitment so let our voices be heard in this matter of great concern for the people of North Clark County. Thank you. (Submitted in writing and presented by Dennis Osborn, City of Battle Ground, at the meeting.)
- An interchange that only serves one side (east) of the Interstate is very short sighted in my opinion. The County and State need to get together and find a better way to spend the money.
- We like Option C. Seems like less of a burden buying out so much land and diverting homeowners. Really don't care for realignment of 502.
- My preferred option is Plan C. We have a business at Duluth, Don & Jo's Drive-In that we have had for 21 years. I think by passing Duluth, your option E-4 would be very destructive to all businesses at 219th and 10th Avenue. If they would have to be relocated or bought out at least 'they'd be compensated for. How would a coffee stand, convenience store, restaurant, etc. make it when no longer visible from the major traffic flow? I am also not in favor of making 219th dead-end near or around 22nd Avenue. I will e-mail more thoughts later as company is to be at our house in a few minutes. We felt it important so we came tonight. Thanks.
- I am very unhappy with all of our options. Why not help us out on the west side of the freeway? You need to go back to the drawing board. There must be a way to get some of the west side traffic onto this new interchange. Please!
- I live at 20913 NE 15th Avenue (corner of NE 209th and NE 15th). My concerns are about how 219th will be accessed from NE 10th Avenue to 22nd Avenue. I don't want to have my streets have increased traffic. I think this project will help me have less traffic, but I'm not sure. My property is rural 5. I want to keep it that way.
- Option E-4 seems to make the most sense. The impact to the environment is probably less than current estimates. This option also seems that it would be the least disruptive to existing businesses and owners
- It's crazy to dead-end 219th on the east end. The homeowners need direct access to 502. I am also concerned about no access to I-5 from the west side of I-5. It's crazy not to do the job right the first time.
- E-4 looks fine to me
- Your proposed alternative that you recommend (E4) seems to be a good one with one exception. It is my understanding that you intend to close access to 219th Street west from 22nd Avenue where the proposed road would angle to the north. In effect, you will be destroying the morning commute business for any businesses along 219th Street, especially the Z-Mart and the Lava Java coffee stand at Duluth. Why could you not have the turn lane at 22nd Avenue so traffic could proceed west on 219th Street and get their gas or coffee at Duluth corner? Probably only 1 in 10 cars maximum would turn off, but that could in effect serve the public better and still provide access at 22nd Avenue. If you cannot see your way clear to do this, I would vote for Option C—keep the highway aligned and go straight through Duluth corner—compensate the businesses and houses as needed instead of cutting them off. Thank you for your time.

- We own a licensed home-based business off 22nd Avenue, and we are concerned about traffic access coming and going from 22nd Avenue to 219th (SR502). How will people get in and out safely? We have a hard time now.
- (1) I'm concerned about the wetlands that are going to be destroyed with this new design. I'm talking about all the wetlands. With the old design you were going on a proven road bridge. (2) The dead-ending of 219th at the junction of the new right-of-way, and how the people and businesses will lose out and have to backtrack. (3) No connections on the west end.
- Nice presentation. Very easy to understand. I think the case for not going straight through Duluth to miss Gee Creek because it is a fish-bearing stream is weak. It is doubtful any fish make it that far in the mud. More information is needed from State Fish & Wildlife to make an informed decision.
- I would like a copy of any wetlands map that has been created covering the area along the 219th gravel road area. Please make sure the light at NE 10th and 502 has right turn lanes and left turn lanes.
- On the modified E-4 proposal, I am concerned about the quality of the intersection at 10th Avenue (after it is moved), access to and from 10th Avenue and the short section of 219th Street is dependent upon a large, convenient intersection. Businesses and residents will require this. Also, on the modified E-4 proposal, I feel there should be a stop light at the intersection of 219th Street and 22nd Avenue to provide access to residents there. Thanks.
- Prefer cloverleaf instead of stop at freeway.
- You are to be commended for a good display, adequate people to explain, and a great turnout last night at Battle Ground High. E-4 is, in my opinion, the most practical solution. Please add me to your mailing list. Thanks! (Submitted by Pete Lewis of Battle Ground.)
- #1 Access from west to freeway and across freeway at 209th Street is needed. Roads should benefit all taxpayers. #2 Alternative C is much better than E-4. Less expensive and does not disrupt established business, traffic and landowners. Less wetland impact. #3 Best alternative presented by Glenn Schmidt. Alternate #4 common sense.
- Would like to meet with you. I will call for appointment.